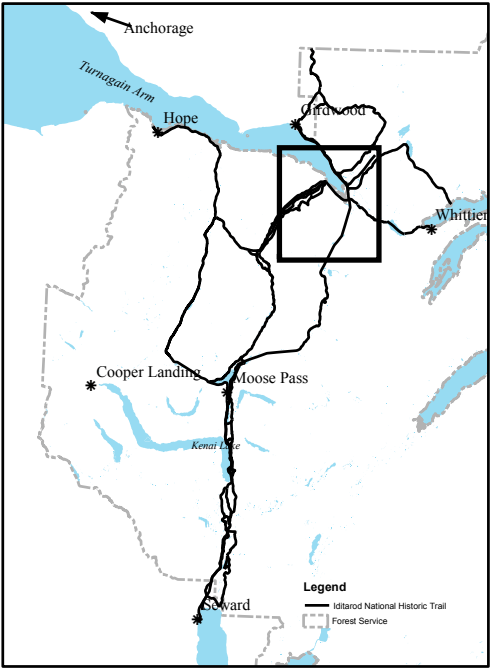




Proposed Action:
Iditarod National Historic Trail
Turnagain Pass - Arm Area



Turnagain Pass - Arm Area (TP-TA)							
(Note: Segments RR2, 3, H6 are displayed on the area map and in table for reference, but are not included in summary text below)							
Segment	Miles	1986 INHT Comprehensive Plan	AK DOT & AK RR*	Forest Service Proposed Action	Trail Class	Primary** Managed Use (summer)	Primary** Managed Use (winter)
RR2	27.8	Primary Route	Rail Route	-	-	-	-
RR3	10.9	Primary Route	Rail Route	-	-	-	-
TP1	13.2	-	-	Main Route	3	none	snowmo
TP3	8.1	-	-	Main Route	3	hike	ski
TP4	6.5	-	-	Main Route	3	bike, hike	ski
H7	3.5	Connecting Trail	Bike Path	-	-	-	-
P1	1.3	Connecting Trail	-	Portage Route	4	bike, hike	ski
TA1	18.6	Connecting Trail	-	Main Route	2	hike	none
TA2	4.8	Connecting Trail	-	Access Route	1	none	snowmo
P2	4.5	Connecting Trail	-	Portage Route	4	hike	ski
H6	11.6	Connecting Trail	Bike Path	-	-	-	-
H7	3.5	Connecting Trail	Bike Path	-	-	-	-
H8	7.6	Connecting Trail	Bike Path	-	-	-	-

* Indicates existing, planned or proposed AK Department of Transportation or AK Railroad INHT segments.
** Indicates actively managed trail use. Other trail uses allow ed unless prohibited.

Turnagain Pass Area Summary: Trail segments for the Forest Service Proposed Action in the Turnagain Pass Area shown on this map begin at the Rest Areas at the Pass. TP1 would continue in a northeast direction from the previous map (JP-TP), descending to the Arm by linking a series of muskegs, ending at the Kenai Peninsula Welcome sign. The portion of segment TP1 displayed on this map would be an approximately 6-mile long winter-only trail requiring minimal construction, located primarily on State Lands.

Segment TP3 (high route) and TP4 (low route) both begin at the "high-low" split and would be new construction. The high route would climb to about 1500' elevation before descending to the Arm, coming out to the Seward Highway at MP75.5, then using a Hwy shoulder path to a Trailhead at Ingram Creek. It would allow access to extensive alpine terrain, and views of cascading waterfalls at five bridge locations, 4 single-span and one suspension. This segment is all on National Forest Lands. The low route follows Ingram Creek down to where it crosses under the Seward Highway at MP75. It would cross the upper reaches of Ingram Creek in two places at 10-20' waterfalls, and is within view and earshot of the creek for most of its 6.5 miles. Most of this segment is on State Lands.

The Forest Service Proposed Action for the part of the Turnagain Pass Area shown on this map would construct approximately 15 miles of trail for year round non-motorized use, and approximately 7 miles of trail for winter motorized use (no tread would be constructed for the winter-only trail except on bridges).

Turnagain Arm Area Summary: Trail segments for the Forest Service Proposed Action in the Turnagain Arm Area shown on this map begin in the Ingram Creek area (MP75) and continue to Twentymile and Portage Valleys using a Highway Bike Path (H7). It would continue toward Girdwood as segment H8. This bike path is included in the State's out-year planning process, scheduled to be constructed in 2005 at the earliest. The terrain in this location includes large expanses of tidal or riverine wetlands and six wide rivers making a route away from the highway impractical due to the extensive fill and long bridges that would be required.

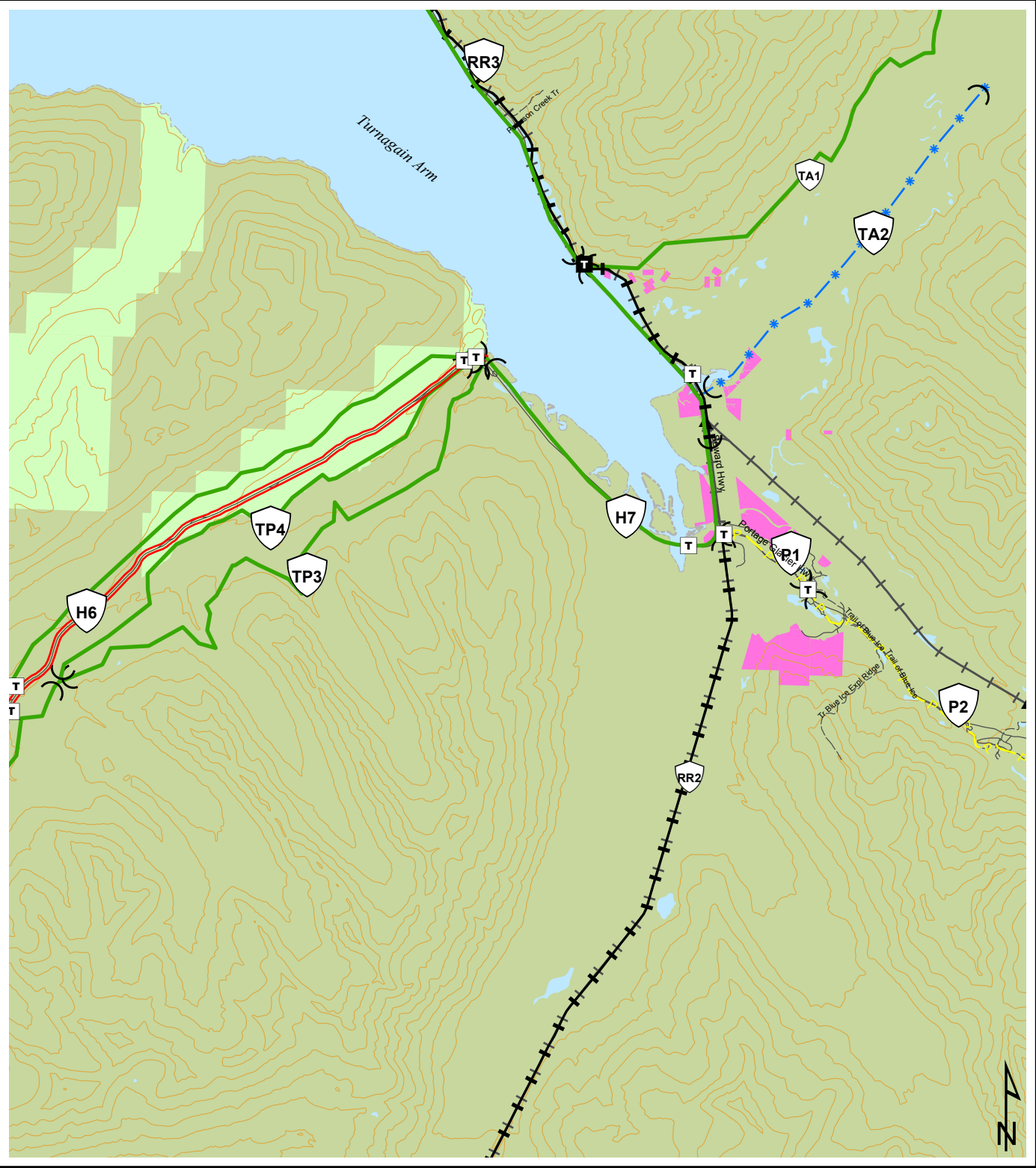
Twentymile Valley: Segment TA1 would provide an alternative to a highway bike path by creating a primitive (class 2) trail up Twentymile Valley and over to Winner Creek. It would leave the the Seward Highway at MP82, cross the railroad tracks and proceed northeast along the north side of the valley. The west end of this segment follows an old road alignment up to approximately 800' el., bypassing several privately-owned parcels, then returns to the toe of the slope and traverses through spruce-hemlock forests, crossing several creeks with fords and avalanche deposition areas that retain snow year-round. Segment TA2 is the winter corridor for snowmachine use in Twentymile Valley. It will be marked in the field but will have no constructed features.

Portage Valley: A trail system would extend east into Portage Valley and over to Whittier, using the Forest's Trail of Blue Ice (P1-2). This trail sytem is described with the Portage Valley Map.

The Forest Service Proposed Action for the part of the Turnagain Arm Area shown on this map would construct approximately 8 miles of trail for summer non-motorized use, and construct a foot crossing of the railroad tracks in concert with the AK Railroad Corp. All trail would be on National Forest Lands except at the railroad crossing.

Trailheads: Access to the trail through the Turnagain Pass and Arm Areas shown on this map would be provided at seven existing pullouts, and one new one. They include Turnagain Pass West and East(MP68/68.5), which will be reconstructed as a joint DOT-FS project in the summer of 2003; Kenai Peninsula Welcome Sign and Ingram Creek pullouts, (MP75/75.5), Placer River Bridge (MP78.4) and Portage Creek bridge (MP79.4) the Alaska Railroad's Portage station (MP80) for the Twentymile winter corridor (TA2), and a proposed site at MP82 for the Twentymile foot trail (TA1). This proposed trailhead is recommended to be constructed as part of DOT's MP75-90 Highway reconstruction project which is scheduled for 2005 at the earliest. Parking for up to 20 vehicles, vault toilets and interpretive and informational signs should be considered for this site. The Forest Service Proposed Action would install interpretive and informational signs at all sites. Construction of vault toilets at Ingram Creek and Twentymile River are recommended to be done in cooperation with DOT's highway reconstruction project and are not part of this proposed action.

INHT Proposed Action
Turnagain Pass - Arm Area



Iditarod National Historic Trail Proposed Action

